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SAT. JULY 22, 1916

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The butcher boy says
MEAT NEEDS CARE IN SUMMER



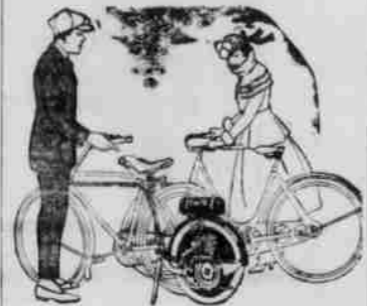
During the hot days meats turn quickly unless it is kept under the best of conditions. Our refrigerators are the most modern type made and we use ice plentifully. Meat from our market in July is as healthful as in January. If your meat has been tasting stale try ours and notice the difference.

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Literature is a very bad crucible, but a very good walking stick. --Charles Lamb.

Be not too zealous; moderation's the best in all things. Theognis.

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RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:
Do you believe in arbitration or industrial warfare?
The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.
The railroads are in the public service--your service. This army of employes is in the public service--your service.
You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Southern railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the payrolls--

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1972	\$2306	\$1455	\$1916	\$1156	\$1566
	3810		3505		2424	
Conductors	1552	1847	1353	1580	1055	1245
	2696		2358		1749	
Firemen	943	1209	649	979	406	777
	1652		1638		1302	
Brakemen	957	1109	755	958	754	990
	1736		1854		1405	

The average yearly wage payments to all Southern train employes (including those who worked only part of the year) as shown by the 1915 payrolls were--

	Passenger	Freight	Yard
Engineers	\$2144	\$1712	\$1313
Conductors	1723	1488	1157
Firemen	1096	865	688
Brakemen	1013	845	868

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.
The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.
The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

- National Conference Committee of the Railways
- ELISHA LEE, Chairman, St. Louis & San Francisco Railroad.
 - F. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
 - L. W. BALDWIN, Gen'l Manager, Central of Georgia Railroad.
 - C. L. BARRIS, Gen'l Manager, New York, New Haven & Hartford Railroad.
 - E. H. COLEMAN, Vice-President, Southern Railway.
 - B. E. CROFTER, Gen'l Manager, Wabash Railroad.
 - F. E. CROWLEY, Asst. Vice-President, New York Central Railroad.
 - G. H. EMERSON, Gen'l Manager, Great Northern Railway.
 - C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
 - E. W. GRICE, Asst. to President, Chesapeake & Ohio Railway.
 - A. S. GREGG, Asst. to President, St. Louis & San Francisco Railroad.
 - C. W. KILGUS, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railway.
 - H. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
 - N. D. MAHER, Vice-President, Norfolk and Western Railway.
 - JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
 - A. M. SCHUYER, Resident Vice-President, Pennsylvania Lines Co.
 - W. L. SEDDON, Vice-President, Seaboard Air Line Railway.
 - A. J. STONE, Vice-President, Erie Railroad.
 - G. S. WAID, Vice-Pres. & Gen'l Manager, Sunset Central Lines.

T. W. MASON, J. A. WORRELL
Garysburg, N. C. Rich Square, N. C.
W. L. LONG, Roanoke Rapids, N. C.

MASON, WORRELL & LONG
Attorneys at Law
Offices: Roanoke Rapids, N. C., and Jackson, N. C.

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